

NASHUA CITY PLANNING BOARD  
August 8, 2019

The regularly scheduled meeting of the Nashua City Planning Board was held on August 8, 2019 at 7:00 PM in the 3<sup>rd</sup> floor auditorium in City Hall.

Members Present: Mayor Jim Donchess  
Scott LeClair, Chair  
Adam Varley, Vice Chair  
Edward Weber, Secretary  
Steve Dookran, City Engineer  
Gerry Reppucci  
Maggie Harper

Also Present: Roger L. Houston, Planning Director  
Linda McGhee, Deputy Planning Manager

**Approval of Minutes**

July 11, 2019

**MOTION** by Mr. Reppucci to approve the minutes of the July 11, 2019 meeting.

**SECONDED** by Mr. Weber

**MOTION CARRIED 4-0-3 (Harper, Dookran, and Mayor Donchess abstained)**

**COMMUNICATIONS**

Mr. Houston went over the following items that were received after the case packets were mailed:

- Amended agenda
- Letter from Nashua Regional Planning Commission re: Case #1
- Letter from Nashua Regional Planning Commission re: Case #3
- Email from Atty. Prolman re: Other Business #2, requesting to be postponed until the September 12, 2019 meeting

**REPORT OF CHAIR, COMMITTEE & LIAISON**

Mr. Weber said the Historic District Commission held a meeting to discuss an application at 4 Greeley St, which was approved.

## **PROCEDURES OF THE MEETING**

Mr. LeClair went into the procedure of the meeting as follows: After the legal notice of each conditional, special use permit, site plan or subdivision plan is read by the Chair, the Board will determine if the application is complete and ready for the Board to take jurisdiction. The public hearing will begin at which time the applicant or representative will be given time to present an overview and description of their project. The applicant shall speak to whether or not they agree with recommended staff stipulations. The Board will then have an opportunity to ask questions of the applicant or staff.

The Chair will then ask for testimony from the audience. First anyone wishing to speak in opposition or with concern to the plan may speak. Please come forward to the microphone, state their name and address for the record. This would be the time to ask questions they may have regarding the plan. Next public testimony will come from anyone wishing to speak in favor of the plan. The applicant will then be allowed a rebuttal period at which time they shall speak to any issues or concerns raised by prior public testimony.

One public member will then be granted an opportunity to speak to those issues brought by the applicant during their rebuttal period. The Board will then ask any relevant follow-up questions of the applicant if need be.

After this is completed the public hearing will end and the Board will resume the public meeting at which time the Board will deliberate and vote on the application before us. The Board asks that both sides keep their remarks to the subject at hand and try not to repeat what has already been said.

Above all, the Board wants to be fair to everyone and make the best possible decision based on the testimony presented and all applicable approval criteria established in the Nashua Revised Ordinances for conditional, special use permits, site plans and subdivisions. Thank you for your interest and courteous attention. Please turn off your cell phones and pagers at this time.

## **OLD BUSINESS - CONDITIONAL/SPECIAL USE PERMITS**

None

**OLD BUSINESS - SUBDIVISION PLANS**

None

**OLD BUSINESS - SITE PLANS**

1. E Hollis Street Acquisitions LLC (Owner) - Application and acceptance of proposed 80 unit multifamily development with associated site improvements. Property is located at 110 East Hollis Street. Sheet 39 - Lot 1. Zoned "GI/TOD" General Industrial /Transit Oriented Development. Ward 7. **(Tabled from the July 11, 2019 meeting)**

**MOTION** by Mr. Reppucci to remove the case from the table.

**SECONDED** by Mr. Varley

**MOTION CARRIED 7-0**

Mr. LeClair entered into the record the following documents:

- Memo from Community Development Director Sarah Marchant, dated July 31, 2019, to Scott LeClair.
- Memo from Senior Traffic Engineer Wayne Husband, dated August 2, 2019, to Roger Houston.
- Memo from Deputy Planning Manager Linda McGhee, dated August 8, 2019, to the Planning Board
- Memo from Traffic Engineer Steven Pernaw regarding additional traffic information, to the Planning Board
- Letter from Cityview Management Co Inc. requesting a privacy fence to be maintained at 1.6-ft from the abutting property line, dated July 23, 2019, to the Planning Board
- Memo from Economic Development Director Tim Cummings regarding the Crown St parking lot, dated July 30, 2019, to Scott LeClair

**MOTION** by Mr. Reppucci to open the public hearing.

**SECONDED** by Mr. Varley

**MOTION CARRIED 7-0**

Gregg Mikolaities, Project Engineer, August Consulting PLLC, Rye  
NH

NCPB

August 8, 2019

Page 4

Mr. Mikolaities introduced himself to the Board as representative for the project applicant. He will also be the representative for Case #3.

Mr. Mikolaities gave an overview of the project history. For the sake of brevity, his comments are directed towards Case #1 and its sister case, Case #3. In December 2018, they met with city Staff to brainstorm ideas for these properties, and understand the goal of the Transit Oriented District (TOD) overlay zone better. In March, they presented conceptual plans to city Staff for feedback. In April they presented 30% plans for collaboration with the city. On July 11<sup>th</sup> they presented full design plans before the Planning Board, which were tabled to this meeting. He said that since then, they have addressed everything the Board was looking for. They have tried to be cooperative with city Staff, and take everything Staff said to heart.

Michael Malynowski, Project Engineer, Allen & Major Associates, Inc., 400 Harvey Rd, Manchester NH 03103

Mr. Malynowski introduced himself to the Board as representative for the owner.

Mr. Malynowski gave a brief overview of the site proposal. He said they plan to redevelop the existing Henry Hanger factory. As part of this, they plan to demolish a smoke stack and boiler plant to make room for parking and a more resident friendly entrance. They are providing 20 parking spaces at that facility, with additional landscaping. They are also taking a portion of the property on Temple St and using that to create an additional 14 spaces. There are pedestrian connections between those two places along East Hollis St and Temple St. Both properties will have enhanced landscaping, which they currently lack. Stormwater is currently handled by existing closed drainage on East Hollis St and sheet flow onto Temple St. There will be a reduction in impervious surfaces, but there are no additional provisions for stormwater onsite. As part of the upgrades to utilities, there will be enlarged sanitary and water service to provide for sprinklers and domestic water.

Mr. Malynowski said they received comments from Engineering Dept. prior to the July meeting, and have addressed most of those comments, most of those pertaining to easements for existing sidewalks. They agree to the stipulations as outlined in the Staff report.

Rob Harbeson, Project Architect, Market Square Architects, 104  
Congress Street Suite 203, Portsmouth, NH 03801

Mr. Harbeson said they are trying to keep as much of the existing building intact as possible. There are some miscellaneous 1-story structures towards the rear of the property currently, which they propose to remove. They plan for the bulk of the main building to remain, especially on the East Hollis St frontage. These will be primarily residential units, accessed from the back corner of the building. The common spaces will be towards the west side of the building, and will include a business center, leasing office, yoga room, clubhouse, and other typical amenities. There is an existing drive to the western side of the property, which they propose to landscape and make into a patio for the clubhouse. The exterior of the building will remain largely the same, beyond cleanup and repair. This is a landmark building in the neighborhood, and they think the building history has intrinsic value for marketing.

Mr. Harbeson said he has a background in civil engineering and planning, and that part of his involvement in this plan is because of the TOD overlay zone. It's a concept that's being implemented across the country, in part because of the need for housing and because for the first time in 50-60 years groups of people are looking to relocate back to urban centers and have walkable lifestyles. In the long term we want walkability, not sprawl. Nashua is at the forefront of this, and has a good Planning Staff that has put the tools into the city's zoning to enable long term health for the community. What drives mixed use is pedestrian activity. The Transit Oriented District depends on long term infrastructure. This site is within proximity of what will hopefully someday be a rail stop.

Mr. Harbeson said this development will preserve a building that might otherwise lose its reason for being. Pedestrians are needed to support ridership of public transit, but you need transit to support pedestrians. The East Hollis Street Area Plan actually recommends a reduction in parking. The purpose of the TOD was to generate that pedestrian base to support transit, but there needs to be a basis in reality.

Mr. Harbeson said they plan to market both sites to different groups of people. At 159-161 Temple St, they anticipate advertising units as market rate apartments, where there is a larger parking need. The Henry Hanger building will be much more

marketed towards people who don't want a car. They think they have enough parking to manage that expectation for that particular parcel. They think the character of this building will lend itself more to that demographic. They are interested in preserving the historic details of this building.

Mr. LeClair asked if he can provide examples of details they want to preserve.

Mr. Harbeson said there is some existing signage on the building they would like to retain. There is going to be new doors and windows. The masonry will be repointed, so all of those architectural features will be maintained. They would like to largely keep the exterior the way it is now.

Mr. Weber asked what research data directed them to develop this idea for East Hollis Street and for renters to rent without a car.

Mr. Harbeson said this type of zoning has come online throughout the country within the last two years, so many projects are just being completed now. He listed a few projects in the region without parking. He said this is less data driven at this point, and more an understanding of market experience, an educated guess. There are numerous surveys tracking car usage by age group, but not many in relation to renting. There are numerous articles about this type of development.

Mr. Weber said the Nashua Regional Planning Commission is going to writing an article, and he's asked them to consider this project in their research. Nashua is doing their part to bring this forth.

Mr. Harbeson said that Nashua zoning is at the forefront in terms of long term thought process. What Nashua has is downtown infrastructure, and he thinks that lends itself to this kind of district.

Mayor Donchess said the city agrees with their idea that they could go with less parking. But to the extent that they come up with, if they come up short there is additional parking available. There is a 250-space parking lot by Crown St and Denton Street with leasable spaces, and in other areas of the downtown there are overnight parking permits for residents. The analysis of the Planning Dept. and Economic Development shows that along Temple Street and the streets around there is ample

shoulder space to enable overnight parking for at least 60 spaces in close proximity to this project. He would be happy to propose to the Board of Aldermen that the overnight permit parking be extended to this area if more spaces are required than they are providing onsite.

Mr. Harbeson thanked the Mayor, and said they have discussed that opportunity with Planning Staff. Another option they discussed was a shared agreement at the future Rail Trail parking.

Mr. Houston pointed the Board towards a map in their packet, showing the location of the future Heritage Rail Trail East. The rail trail is scheduled to be under construction next summer, and be completed by the time this project is finished. This would provide excellent pedestrian and bike access to downtown as well as connectivity to the future Rail Station and BAE Systems.

Mr. Dookran asked if this development goes through, do they have adequate bus routes to this location.

Mr. Harbeson said they have discussed transit with the Planning Dept., and one of the comments they received was a need for a bus spot in this area. They have added that as part of the Temple Street parcel.

Mr. Dookran asked if by adding the bus stop, they will get the frequency of the routing.

Mr. Harbeson said the frequency of the routing and how a bus stop on this side of the street would improve their route.

Mr. Dookran said that Mr. Houston mentioned the Rail Trail expected to be constructed next year, as a direct connection to Main St. Do they have adequate pedestrian amenities to get to those destinations that they expect the residents to go to?

Mr. Harbeson said he believes they do. For these two projects they are improving the sidewalks in the area, which will significantly improve safety and help pedestrian connections. They will also provide bike storage. More people are interested in walking and running to improve their health, and this extra common space has real value as an amenity.

Ms. Harper asked if in their research of Millennials, have they researched Millennials in this area?

Mr. Harbeson said he hasn't. A lot of the information has been provided to them by the development team, who has researched the market. This project is more of an attempt to go where they see the market is heading. There is this increasing demographic of people who want a different type of lifestyle.

Mr. Weber asked if they would be looking to install a crosswalk with flashers.

Mr. Malynowski said there is currently a signal actuated crosswalk on East Hollis Street.

Mr. Weber asked how far away it is.

Mr. Malynowski said it sits roughly at the middle of the Henry Hanger building, at the intersection of Arlington St. They will be improving the sidewalks to enable full access.

Steven Pernaw, Pernaw & Company Inc., 78 Berry Rd, Loudon NH 03307

Mr. Pernaw gave an overview of his involvement in the proposal. He published a traffic memorandum in May 2019 with a trip generation analysis, created for the purpose of completion the city's Traffic Impact Report threshold worksheet. For this project, the project traffic volumes were below the guidelines for further analysis. As a result of the previous meeting, the Planning Dept. issued a memorandum dated July 17<sup>th</sup>, 2019, detailing specific issues to be addressed, along with a copy of the East Hollis Street Area Plan and the Traffic Impact Report for the nearby Renaissance development for reference. The memorandum dated July 31, 2019, attempts to address each of the city's comments.

Mr. Pernaw said they took the trip generation for both proposed projects and put them together into one worksheet to perform a trip distribution analysis, which identifies where they think people will travel to and from. He said that the sites have five access routes, which helps to disperse traffic. Each site has three access points. The biggest impact will be 49 trips per hour, on Bridge Street.

Mr. Pernaw referenced a letter by Senior Traffic Engineer Wayne Husband, dated August 2, 2019. One of the city's questions was whether or not it was possible to get an eastbound left turning lane from East Hollis Street onto Temple Street. Currently that

happens in the through lane, which backs up traffic. Mr. Pernaw said yes, they can fit in a left turn pocket at that location. They suggested the improvement go back to Arlington Street as well, because there is a three lane section there too. Mr. Husband also asked about the feasibility of a left turn pocket turning westbound, so that people turning onto Amory St could get out of that west bound lane on Bridge St. Mr. Pernaw said they could fit in a left turn lane if the city was willing to lose the east bound right turn lane and some street parking on Bridge St. The third question regards the proposed site driveway onto Bridge St from the Temple St project, to prohibit left turn arrivals and departures. For the peak time projection with a full access drive, they anticipate six left turn departures over a one hour period. He suggests that it be a full access driveway, monitor traffic activities after the driveway is activated, and then decide if it will be a problem. His client is certainly willing to make a left turn prohibition if necessary.

Mr. LeClair asked in his opinion, if the traffic at the bridge into Hollis will be worse.

Mr. Pernaw said there will be 20 extra PM peak hour trips going over that bridge. He said this Board recognizes that it's the incremental impact that matters. He said whenever you add trips, even if it's one car, it's going to get worse. There will be incrementally a little more demand in a problem area. It's a fact of development. He is in support of a roundabout in the area, which could work well in the area.

Mr. LeClair said it is helpful to see both of the developments to see what kind of scale they are looking at, which was hard to project at the last meeting.

Mr. Reppucci asked about the way they look at trips. He said a car that is interrupting traffic has a lot more impact than a car that is flowing with it. His concern is that these trips interrupt traffic flow by pulling in or out of traffic. Is that something they consider?

Mr. Pernaw said no. When a vehicle leaves an intersection on a left turn, that's the most problematic, it has the least capacity and most delay. Once it makes it into the traffic flow it goes from that problem trip Mr. Reppucci described to one that is flowing along. In regards to the "accordion effect" and a bottleneck condition upstream, once these vehicles get onto

the street, they will be part of the through traffic. He thinks that six driveways in different directions will minimize the impact. He said they will not be able to tell the difference between post development conditions and what's happening today.

Mr. Reppucci said, even including the traffic interruptions?

Mr. Pernaw said yes.

Mr. Dookran said that the Board requested a comprehensive study and Mr. Husband said they need to look at the cumulative effect of both projects. He interpreted that as taking the total number of trips, which exceed the threshold, and creating a full study from that. Their memorandum appears to take the total number and simply compare it to the current traffic amounts, describing it as miniscule. His feeling is that this doesn't look like they did what the Board was expecting, namely to look at the project's combined impacts. He questioned if there would be a decreased level of service, what the in-rate at the Bridge Street intersection would be, and whether the current infrastructure could handle those impacts. He said they didn't address a ten-year projection in their response. He asked if there would be a decreased level of response.

Mr. Pernaw said each individual project does not come to the threshold of a Traffic Impact Report. He agrees that when they are combined they do exceed the threshold, and that is why they did a trip distribution analysis to show the cumulative impact of both. He referred to the Renaissance project, whose report generated 250 peak hour trips and described the impact as "minimal". They are dealing with half the amount of traffic. Renaissance has two points of entry, which makes it concentrated. He described their peak movements and said they might change from 19.9 to 20.1 seconds of delay. A full study would have the same conclusion as Renaissance, which is why they feel comfortable stating that the projections they state and the evaluation of those intersections give the Planning Board plenty of information to make an informed decision about both projects. He said it will not change level of service significantly.

Mr. Dookran said a roundabout wouldn't work in that area because of the Renaissance access, and the current proposal is a much bigger signalized intersection. He doesn't think their memo was comprehensive enough.

Mayor Donchess said their traffic engineer Mr. Husband thinks the traffic impact is minimal and therefore no further work is required. But at the last meeting there was some concern expressed about the lack of a comprehensive study. In this time of year, the city has an escrow process which is the accumulation of the unspent appropriations from the previous year. A proposal is made to the Board of Aldermen about how to reallocate the unspent funds. In order to take a deeper look at the traffic issues in this area, he proposes allocating some of that money to perform a comprehensive traffic studying the much larger problem of traffic on the east side. They will undertake that as soon as it's approved. When they get to discussion they can talk about Ms. Marchant's memo, which gives them a way to pay for traffic improvements on the east side, the need for which is caused by traffic far beyond what would be caused by this proposal. He thinks they will have the money to do a study, which they would then share with the Planning Board and be able to think about what long term improvements are required on the east side to try and improve a difficult traffic situation. He asked the applicant if they would support that idea.

Mr. Pernaw said certainly.

Mr. Varley said part of the concern at the last meeting regarded the incremental impact and taking into account the larger overall impact. What he thinks he has heard them say is that whether they consider the project on its own, combined, or in context with the surrounding area, that the impact is not a material one.

Mr. Pernaw agreed, and said they would not be able to notice an increase of 40 cars over an hour. He said one thing that they did focus on was the site driveways, and based on the volumes they anticipate a simple two-way driveway will work fine. It's all one lane in each direction, and put in a stop sign, stop bar, double yellow line to separate inbound and outbound.

John Goeman, Nashua Regional Planning Commission

Mr. Goeman introduced himself as representative for the Nashua Regional Planning Commission. He read the letter regarding Case #1 into the record.

Gregg Mikolaities, Project Engineer, August Consulting PLLC, Rye NH

Mr. Mikolaities summarized that they have received a very positive Planning Staff report with minor comments they are confident they can address. This project can help revitalize that area of the city with potential funding. If there is a concern with parking, the applicant has agreed to work with the city if necessary to lease parking spots. They are not asking for zoning relief; they are doing what's allowed by right in the zone. They are proposing a project that's consistent with the East Hollis Street Area Study and KW Study. He is confident that there will be a negligible impact, and that they've addressed what they've been required to do. They will be contributing \$21,800 in traffic impact fees, which would help pay for a traffic study. In closing, he hopes they see fit to approve this project, and is confident they can work through the minor issues that are remaining with Planning Staff.

#### **SPEAKING IN OPPOSITION OR CONCERN**

Peter Schaefer, 13-15 E St, Nashua NH 03060

Mr. Schaefer said he is generally in favor of the redevelopment of the rail yard district, but no matter what they do there will be an impact. In the future there will be a lot more cars in and out on Temple Street, and right now any cars going in and out cause a disruption on East Hollis Street. He thinks something has to be done at that intersection. The left turn lane is an interesting idea, but you probably can't make a left turn from Temple St. His main concern is that the developer gets together with the city after the study so that this somehow gets resolved before there's a big impact.

Mr. Schaefer said you can make an apartment and decide not to provide parking, but you can't stop the renters from buying cars. They could park all over the place.

Laurie Ortolano, 41 Berkeley St, Nashua NH

Ms. Ortolano said she agrees with Mr. Schaefer, and that the left turn coming out of Temple St is really difficult. She is glad that they are looking at a more comprehensive study there. She asked if there would be pullovers for bus stops, or will they stop in the road and stop traffic. For pedestrian amenities, she asked if there are any issues with winter snow clearance in that area with the walkways. It's a very narrow area, and she's curious how they would address that. She asked how long the project will last, as far as road impacts. She asked who is responsible for paying for mitigation, and the

potential changes that needs to be done to the roads. She thinks the idea of this walking transit area and walkability is interesting, because she has a 27 year old son who has never had a car and doesn't need one. There is a definite market for it.

Michael Pedersen, 11 Delaware Rd, Nashua NH

Mr. Pedersen asked about the proposed traffic study, and urged them to take into account what is happening on the other side of the bridge in Hudson, which continually backs up into Nashua. While it is not their community, it affects them and should be taken into account in the larger traffic picture.

Mr. Pedersen said one solution discussed to alleviate parking overcrowding was to issue overnight permits for street parking, and he thinks they should wonder what would happen during snowstorms. The cars would need to go somewhere, and they need to take that into account.

Robert Keating, 111 Coburn Ave Unit 5-A, Nashua NH

Mr. Keating introduced himself as a member of the Granite State Organizing Project, a grassroots organization that works to create a better community. He is not speaking in opposition, but he is concerned about the lack of affordable housing and demographics of likely residents. He cited passages of an affordable housing report performed in Nashua in 1987. He referred to an article in July 2018 by Community Development Director Sarah Marchant on this topic as well, saying that it takes an income of about \$37,000 to be comfortable with a one bedroom apartment here. He said the kind of income required to get to that is not easy for many of our residents. He quoted United Way President Mike Apfelburg in the same article, saying that the number of units being created as affordable has just dropped dramatically.

Mr. Keating said that faith communities in September will hold services dedicated to affordable housing, with a follow up meeting on October 20, at the Temple Beth Abraham synagogue. He spoke about inclusionary zoning, and hopes that if there is something that can be done on this property.

#### **SPEAKING IN FAVOR**

Economic Development Director Tim Cummings

Mr. Cummings said he is here to favorably endorse the proposal. He sent a memo to the Board outlining available parking, and he wanted to assuage any of their concerns. He said the city has readily available parking if the applicant wanted to take advantage of it.

Mr. Cummings said that in regards to data on parking demand, there is a recent study by the Metropolitan Area Planning Council. They surveyed 200 multifamily complexes in metropolitan Boston, and that these developments gave one parking space per unit, and found that only 70% of the parking was being used. That is real data the Board can rely on. In addition, that is extra cost built into the project, which contributes to problems of affordability. He thinks they are trending in the right direction in regards to parking, especially because they want a walkable neighborhood in that area.

Mr. Cummings said he wanted to encourage the Board to move in this direction because getting investment in some parts of the city is very difficult. This part of the city needs attention and positive economic impact. He would hate to see happen at the Henry Hanger building what happened over by the Nashua River when Nashua Corp left and they had a building sit vacant for decades. They have an opportunity to repurpose and breathe new life to this building. He said investment begets investment, and this will help other neighbors of that development to improve.

Mr. Varley asked him to respond to Mr. Keating's question of affordable housing.

Mr. Cummings said he thinks affordable housing is paramount, and something they always need to maintain that goal. They have programs available and developers take advantage of those. In this neighborhood, the Marshall Street project coming online is 100% affordable. They will see affordable housing introduced into this neighborhood. He also stressed that they need affordability stretched out over the entire city.

**SPEAKING IN FAVOR - REBUTTAL**

Gregg Mikolaities, Project Engineer, August Consulting PLLC, Rye  
NH

Mr. Mikolaities said there is going to be minimal site work, so he really doesn't see disruption in the street. They are trying to do the utility work in the street before the city paves it.

NCPB

August 8, 2019

Page 15

Mr. Mikolaities said affordability is a bigger story, and that Mr. Cummings addressed it. They have already discussed the Traffic Study, and he will obtain a copy of the Metropolitan Area Planning Council study. He said they are not asking for zoning relief, and are only asking for things permitted by right.

Mr. Houston said the East Hollis Street Area Plan was adopted by the Planning Board back in 2004, and is part of the master plan. Staff feels that it is in conformance, and this plan speaks to the Henry Hanger building directly. He thanked the project architect for his kudos on the Transit Oriented District section of the code, which he and Deputy Zoning Manager Carter Falk wrote a couple years ago.

Mr. Dookran asked about the outstanding engineering issues regarding easements.

Michael Malynowski, Project Engineer, Allen & Major Associates, Inc., 400 Harvey Rd, Manchester NH 03103

Mr. Malynowski said the easements are because some of the existing sidewalks fall on private property. They are replacing the sidewalks and bumping them out around existing impediments within the right of way to allow full access. Part of that will be an easement drafted by the city allowing use of those sidewalks.

Mr. Dookran referred to the intersection at Temple Street, and asked if that was private property.

Mr. Malynowski said that would need to be cleaned up as part of this project. A corner of the property is out in the middle of the right of way, so that a portion of the turn lanes theoretically fall into the private property. That can be addressed through easements.

Mr. Dookran said that they are dealing with two properties, and parking is part of the approval

Mr. Malynowski said yes, and one of the conditions of approval that Staff has indicated is prior to issuance of building permits that a site plan for the remainder of the Corriveau Routhier piece be submitted and filed with the Planning Dept. showing adequate parking and circulation for that building.

Mr. Dookran asked Staff if they agreed with the applicant's claim that the 300-ft requirement for off street parking didn't apply. If not, the applicant would need to apply for a waiver.

Ms. McGhee said because this is in a mixed use district, they don't need to seek a waiver for relief from that. She reminded the Board that they received an amended Staff report for this case. The letter date for Stipulation #3 has changed, and there are two additional stipulations adding information about amending the site plan for the Corriveau Routhier lot and onsite fencing.

Mr. LeClair closed the public hearing and moved into the public meeting.

Mr. LeClair said the applicant has come back and addressed several of the things they asked for in the past. At this point the only real sticking point is traffic. His personal opinion is that this area has traffic issues, and he doesn't think this plan in particular is really going to change the direction they need to go in to change this issue anyways.

Mr. Reppucci said he's a huge fan of these projects, and they are important to the city. He hopes he made it clear last meeting that there is a problem in this section of the city, and it's the Board's problem, not the applicant. They are attempting to address things that the Board raised. But it's a situation of "if we build it, they will come". If they build it, the rail station will come, they'll get road development there. He said you can't drive down it right now. The East Hollis Street Area Plan was written in 2004. And it said the same exact thing 15 years ago that they do now. He referred to #6 of the Board's site plan approval criteria, and said they need to make a decision on today's impact. He's not concerned with parking; it's a problem that takes care of itself. But traffic doesn't work itself out. They are adding to a problem they identified 15 years ago. He thinks at the very least the city should do what it said it would do then. He will support the proposal, but he thinks they are adding to the problem.

Mayor Donchess said he agrees with Mr. Reppucci. He said this is a transformative project. The neighborhood has been suffering disinvestment and deterioration, especially among the residences, for 50-100 years. He referred to Clocktower Apartments and Lofts 34 as transformative projects. He said they have been searching for someone to invest in that section of the

city in some of the existing properties to do a residential conversion. What they need to introduce to cause a neighborhood transformation is more residents. This developer came along and said they could do a residential conversion of the Henry Hanger building, considered by the Fire Department as one of the most dangerous buildings in the city, and they could take Corriveau Routhier a step above. The city has seen projects like Henry Hanger before, but at Corriveau Routhier they want construct from scratch in this neighborhood a quality product.

Mayor Donchess said they have listened to the points made by Mr. Reppucci and others in the last meeting. It's good that these issues came up, because he thinks they will result in improvements. Fifteen years have gone by, and nothing much has changed. But that area study called for two things. One was specifically the conversion of the Henry Hanger building to residential. The second was the creation in the east side of a tax increment financial district. This is used to collect the additional revenue generated by development and require that money to be reinvested in the district. They have formed one around the river, which is going to fund the Riverfront Master Plan. He referenced Ms. Marchant's letter regarding the financial district; she will come before the Board to outline the proposal in August. He described the process in detail.

Mayor Donchess said they do not want to adopt a "cars only" approach. He is interested in a walkable, pedestrian friendly neighborhood with sidewalks, street trees, and other things that make a neighborhood worth living in. They can use a tax increment financial district to reinvest in the neighborhood. But in order to finance this, they need investment. They need to get this development to get this started. But this is a transformative project because it will lead to other projects, which can pay for traffic improvements and other things they need on the east side to bring this neighborhood back. This is an important project, and one they should approve.

Mr. Weber presented a video clip of The Transportation Challenge. He said Millennials are looking for places to come and live where they don't have to buy a car. This building fits that trend that's happening predominantly in metropolitan areas across the country. They should not build more roads; they should build more transit areas and be more effective with public transportation.

Mr. Varley agrees mostly with everything has been said, and loves the vision of this project. He said there is a tension between the idealized result and the reality of what they're dealing with today. There are real pressing concerns in terms of traffic, and he thinks he is hearing that they need to put faith in the city and developers to address these issues as part of the larger redevelopment of this city. He is willing to exercise that faith in addressing these issues going forward, but they need to work harder at it.

Mr. Dookran said that in 2010 they started looking at traffic numbers in the city, which were starting to decrease. At the time they attributed that to the recession, and they are recording higher numbers now. So maybe the trend that Mr. Weber is describing hasn't reached Nashua yet. He said he spoke to the Mayor, and projects that are deemed to be for the greater good of the city should be supported. But he feels reluctance to want to talk about traffic problems, some of which will be exacerbated by these two projects. He thinks they are putting the cart before the horse by doing a traffic study and getting funding for improvements after the approval. But he takes comfort from the fact that the Mayor is pursuing these options. He said the Board has to be careful, because in the past they have approved plans where they required a full traffic study and mitigation measures even if they haven't hit the traffic threshold numbers required.

Mayor Donchess said the way you get this done is to introduce residents into the neighborhood. Only one neighborhood advocate showed up for this meeting, and that is a reason why the neighborhood has been ignored. There's so many demands for money; it's very easy to ignore neighborhoods from which you don't hear anything. If you put 400 new residents in this area, there will be more neighborhood advocates. In addition to the financing mechanism, they will also have more people advocating that improvements be made. Therefore, more improvements will be made. He thinks they are at a place where if they do the right thing, they will see more demand, more activity, and more improvement. He thinks that if they want to improve traffic over there, they should introduce more residents, who will ask for traffic improvements.

Mr. Reppucci referred to item C of Mr. Husband's memo, where the applicant wants to have the Bridge St site entrance into the Temple St project be two-way. Mr. Husband wants to make it one-way and evaluate it in six months. The applicant wants to leave

it as proposed, and only change it if there are issues. Mr. Reppucci thinks they should go with the traffic engineer.

Mr. Dookran said if the numbers are true, he doesn't see that being necessary.

Mr. Reppucci said the traffic engineer spent a lot of time researching this decision, and he wanted to respect that.

Mr. Dookran suggested a change to Stipulation #6, amending it to just about the voluntary contribution.

**MOTION** by Mayor Donchess to approve New Business - Site Plan #1. It conforms to § 190-146(D) with the following stipulations or waivers:

1. Prior to the Chair signing the plan, minor drafting corrections will be made to the plan.
2. Prior to the Chair signing the plan, all conditions from the Planning Board approval letter will be added to the cover page of the final Mylar and paper copies submitted to the City.
3. Prior to the chair signing the plan, all comments in an e-mail from Joe Mendola, Street Construction Engineer, dated July 11, 2019 will be addressed to the satisfaction of the Engineering Department.
4. Prior to the chair signing the plan, all comments in an e-mail from Mark Rapaglia dated June 12, 2019, will be addressed to the satisfaction of the Fire Marshal.
5. Prior to the issuance of a building permit, stormwater documents will be submitted to Planning staff for review and recorded with the plan at the applicant's expense.
6. Prior to the issuance of a building permit, comments regarding the voluntary contribution in an e-mail from Wayne Husband, P.E. dated June 17, 2019 shall be addressed to the satisfaction of the Division of Public Works.
7. Prior to the issuance of a certificate of occupancy, all off-site and on-site improvements will be completed.
8. Any work within the right-of-way shall require a financial guarantee.

9. Prior to the issuance of a certificate of occupancy, a site plan amendment for the parking lot and building at 158 Temple Street, Sheet 39, Lot 35 shall be submitted.
10. The privacy fence along the westerly property line will not be any closer to the lot line than the current fence (1.6 foot setback). If it is installed any closer than the existing fence, it would need to be removed and reinstalled prior to the issuance of a certificate of occupancy.

**SECONDED** by Mr. Weber

**MOTION CARRIED 7-0**

**NEW BUSINESS - CONDITIONAL/SPECIAL USE PERMITS**

2. Wilmar, LLC (Owner) Weston Associates (Applicant) - Application and acceptance of proposed Conditional Use Permit to allow for a proposed 5-story climate controlled self-storage building. Property is located at 4 Blackstone Drive. Sheet H - Lot 520. Zoned "GB" General Business. Ward 2. **(Postponed to the September 12, 2019 meeting)**

**NEW BUSINESS - SITE PLANS**

3. ZJBV Properties LLC (Owner) - Application and acceptance of proposed two 84-unit apartment buildings with associated site improvements. Property is located at 159-161 Temple Street and "L" Bridge Street. Sheet 38 - Lot 47 & Sheet 39 - Lots 31 & 38. Zoned "GI/TOD" General Industrial/Transit Oriented Development. Ward 7. **(Postponed from the July 11, 2019 meeting)**.

**MOTION** by Mr. Reppucci that Case #1 is complete and the Planning Board is ready to take jurisdiction.

**SECONDED** by Mr. Varley

**MOTION CARRIED 7-0**

Michael Malynowski, Project Engineer, Allen & Major Associates, Inc., 400 Harvey Rd, Manchester NH 03103

Mr. Malynowski introduced himself to the Board as representative for the owner.

Mr. Malynowski gave an introduction to the project. The property was once part of the Corriveau Routhier stock yard on Temple St. They propose to construct 168 residential units in two buildings. One building will be parallel to the street, close to the road to give a pedestrian feel. The other building will be perpendicular in an L-shape. The buildings will be connected to each other, but the center space in between will be left open. They are proposing a 252-space parking area, around and underneath the buildings, so that they meet the underlying parking requirements. There will be a bus turn-off onsite. Currently the property is almost 99% paved, and they plan to reduce impervious surfaces by about 18,000-sqft. There will be enclosed dumpsters.

Mr. Malynowski said drainage onsite is currently nonexistent. The majority of it currently flows offsite to a catch basin into municipal system, or sheet flows to the railroad tracks. They have applied to the NHDES for an Alteration of Terrain (AOT) permit, and designed a stormwater management system. As part of the stormwater management they will have a closed drainage system, which will pretreat stormwater before discharging into a subsurface detention system. The overflow connection will extend to a structure on Amory St. They have discussed stormwater with Engineering Dept., and their plan shows an overall deduction in flow volumes and rates up to and including 100-year storm events. They have done test pits in the vicinity of the proposed detention system, and the soils are excessively drained. They have provided a comprehensive stormwater management plan as well as erosion control. There will be little to no discharge of silts during construction.

Mr. Malynowski described the utility connections. There will be new sewer and water lines. The Fire Dept. has requested fire hydrants onsite; he indicated their locations on the plan. There will be sprinkler connections in the building. Temple Street was recently paved, and they sought approval from the Board of Public Works to work in the street. As part of that, the Board mandated they provide special treatments for the repair of Temple St.

Mr. Malynowski described landscaping, and said there would be a considerable increase of greenery onsite.

Mr. LeClair asked him to review the bus stop.

Mr. Malynowski said the bus would turn off of Temple St. The driveway is sufficiently wide enough, and they have run turn calculations for full sized fire apparatus throughout the site. They have made the bus stop area longer than a full bus so that buses can turn and get situated so that they are out of the travel way for residents. Buses can either exit out of Bridge St, or there is sufficient room to turn back through and come out onto Temple St. They will have to speak with the bus company about how the route will work.

Rob Harbeson, Project Architect, Market Square Architects, 104 Congress Street Suite 203, Portsmouth, NH 03801

Mr. Harbeson said one of the items described in the city master plan and zone overlay for this area is to try to design buildings that fit within the neighborhood in context. They looked at buildings in Nashua of a certain scale and location peripheral to the downtown, mostly mill buildings. They wanted this design to feel like it was once a mill building that had been renovated and converted. On Temple Street itself they wanted it to feel like row houses or a series of apartment buildings, so on that street they have set back the building to make walk-out possible for residents. They tried to improve those pedestrian connections, where currently not even a sidewalk exists. He described the location of the mail room, common lobby, and leasing office. There is a connection between buildings on the second floor and above, to emulate the connecting bridges between mill buildings. The driveway is planned to become a connection between Temple St and Bridge St.

Mr. Harbeson said the units will be a mix of studio, 1-bedroom, and 2-bedroom apartments. He talked to Sarah Wrightsman of the Workforce Housing Coalition about incentives and options to include affordability, but one of the best ways to achieve that is to get density online as soon as possible and get apartments of different sizes. Having a studio apartment, no car, and being able to walk downtown are good ways to achieve affordability. This is what they would see as a traditional mix of housing. He presented the floor plan and architectural elements.

Mr. Weber asked if there is a traffic light where Amory St meets Bridge St.

Mr. Malynowski said it is a lighted intersection.

Mr. Weber asked if they plan to have a left turn from the driveway onto Bridge St.

Mr. Malynowski said that was the discussion that came up earlier. Mr. Reppucci mentioned that was one of the comments from Traffic Engineer Mr. Husband about restricting movements onto Bridge St on that location. Their client is willing to restrict that movement.

Mr. Weber asked if they would put signage there.

Mr. Malynowski said yes.

Mr. Weber said someone could go up to Amory St and take the left there without much impact. He said there are three parking spaces just to the north of the bus turnout. He asked if they were willing to designate those as location for Uber, Lyft, or other taxi services.

Mr. Harbeson said the other project is very focused on seeking and marketing towards a market that doesn't want a car. This is a much more traditional approach. Here they meet the parking standard. As they see the marketplace change, there may be more empty parking spaces. Empty spaces aren't usable to a developer, so he thinks it would change over time. He suggested a bank of smart cars. Here they have an entry and covered connector, where they would have enough space for pickup and drop-off next to the leasing office. There are certainly enough spaces onsite that a few could be dedicated to those uses as the project evolves and functions.

Mr. Weber asked if they would be installing smart cars.

Mr. Harbeson said he meant zip cars. But he thinks all of this is rapidly evolving.

Mr. LeClair asked about the traffic flow that could be created between Temple St and Bridge St through the parking lot. Is there a need for speed tables? He can see it becoming a cut-through when traffic is backed up. He asked if there is a need to discourage non-residents from using it as a through way.

Mr. Malynowski said because of the layout of the buildings, they essentially made a raceway there. It's always tough when they start looking at how to deal with that. They could install a speed table, but plow drivers are going to have his butt because he

put something in there that they can't plow. There's stuff they can do now and look at in the future. There will be an onsite maintenance person who can look at these things, and if it comes to a point where you start to see people trying to zip through they can look at it. They don't have a provision now because they do have a restrictions on turns. He doesn't think there's any benefit to cutting through, because you can go up to Amory St and use the light to turn. Cutting through is more likely on a corner lot where someone is trying to eliminate a light. At this point, you are better off going to a signalized intersection.

Mr. LeClair said he was more thinking of the Bridge Street backup, where instead of waiting in line to get to the downtown or vice versa, they could try to make the connection there.

Mr. Malynowski said that was part of Mr. Husband's letter, to restrict movement onto Bridge St at that driveway so that you're not crossing traffic.

Mr. Harbeson said he thinks interconnectedness is always the right answer. He described his predictions for where people will park, along the buildings. Along that main parking lot between Temple St and Bridge St there are landscaped neck-downs as a traffic calming structure. There will be residents walking back and forth, and people backing into spaces. Even in the downtown with parallel or diagonal parking spaces, you can't fly through. He thinks the landscaping will be traffic calming.

Mr. Dookran asked them to review the parking numbers required.

Mr. Malynowski said in the underlying zone there is a minimum of 1.5 parking spaces required per unit, to a maximum of 1.9 spaces. They have provided the minimum, which gets them to 252 spaces.

Mr. Dookran asked if they were not relying on any offsite parking.

Mr. Malynowski said correct.

Mr. Dookran referred to their site plan suitability report, and their claim that currently the site has no discernable sidewalk, shoulder, or edge of driveway lane.

Mr. Malynowski said it is difficult to discern where the sidewalk and pavement is because of the reveal of the curbing. It's tough to see where that transition is. As part of this project they are proposing to reset the curb its full length, with a 6-inch reveal and full concrete sidewalks. There will be significant plantings to increase the friendliness of the fenestration.

Mr. Dookran said that Temple St does have a shoulder and driveway. He thinks this is not accurate.

Mr. Harbeson said he wrote that. It may not entirely be fair, but when he walked the area there was a lot of gravel and silt and it was hard for him to understand what exactly the pedestrian path was. That was what he was trying to convey. The point he was trying to make is that the current shoulder, sidewalk, and driveway lane will be improved as part of his project.

Mr. Dookran said the report states that street-scaping will be graded along Temple St. Is that the sidewalk?

Mr. Harbeson said no. They are setting the front building back as far as they can to create some walkways, landscaping, and planting beds along that street side, all to create a walkable pedestrian feel.

Mr. Dookran said that this site is more worrisome for him than the previous. They are fulfilling parking requirements, so there will be much more cars. The Traffic Impact Report (TIR) calculates that the new trips generated will be 73 trips per hour, when the threshold is 75.

Steven Pernaw, Pernaw & Company Inc., 78 Berry Rd, Loudon NH 03307

Mr. Pernaw said that on the TIR sheet it's close but below.

Mr. Dookran asked if they saw the necessity for a traffic study because the numbers are so close.

Mr. Pernaw said his firm does traffic studies for a living, and he calls it as he sees it. They received all of the city's comments, and jazzed it up. They did the trip distribution analysis for the cumulative effect. What he said before about this and the other site and quality of service, that applies to this site all by itself. Further study is not going to

illuminate anything they don't already know. The incremental impact is going to be small.

Mr. Dookran said he doesn't think they've ever approved a plan of this magnitude without a full traffic study. When these units come online, the city has be able to accept whatever degradation in the traffic operations occurs.

Mr. Reppucci said he doesn't think they need a traffic study to know that the impact will be brutal. What would be the purpose? To ask for a contribution, or determine whether the project should go forward?

Mr. Dookran said they have the TIR for a reason. This is going to be a very nice project, and draw a lot of trips. They have to be ready for those trips. He wanted to find out Mr. Pernaw's thinking behind why he didn't go any further.

Mr. Pernaw said that the threshold is 75 trips per hour, during peak travel times on adjacent streets, and 100 trips per peak hour during construction. They are below that threshold on both. These are the guidelines the city gave them.

#### **SPEAKING IN OPPOSITION OR CONCERN**

Peter Schaefer, 13-15 E St, Nashua NH 03060

Mr. Schaefer said he is in favor in general of the redevelopment of this area. He said the timing for the light on Bridge St and Amory St will have to be changed, because right now the timing is very short on Amory St when you go to make a left. He said the traffic circle on Temple St, on the corner, isn't really a traffic circle. In reality it's so small that when cars approach the rules don't apply. On traffic circles, whoever is in the circle is supposed to have the right of way. It's so small that cars from all three directions can get in there at the same time. He recommended the enlarge it.

Mr. Dookran said they did that recently, and they did their best to improve it.

Mr. Schaefer said that when people come out from Amory St and Temple St there's no real going into a circle, more like a curve. Cars tend not to stop there. They might want to reconsider how it's done when there is more traffic.

Mr. Schaefer suggested that with the left turn restriction onto Bridge St, they restrict it only during certain hours. During non-heavy traffic, it could work.

Mr. Schaefer said that you used to be able to get up and walk a few streets down and get a coffee in the morning. You can't do that anymore, it's all apartments. Just apartments is not conducive to the kind of lifestyle one might want to live without a car. He recommended more mixed uses.

### **SPEAKING IN FAVOR**

Christopher Eckler, 22 Amory St, Nashua NH

Mr. Eckler said he has lived in the neighborhood for the last 30 years. He supports any improvement to the neighborhood, and would supports this as he would anything that helps with long term stimulus and improvement to regional transit in the area. As part of this project he was able to purchase a 28-ft wide strip, which will provide a badly needed buffer between this and the rest of the neighborhood, as well as serving as access to other properties to facilitate renovation of the rest of the neighborhood.

Mr. Reppucci asked if access issues to his building had been resolved.

Mr. Eckler said yes.

Mayor Donchess thanked Mr. Eckler for coming.

Economic Development Director Tim Cummings

Mr. Cummings said he is here to support the proposal. He said it will be a tremendous benefit to the neighborhood.

Mr. Houston entered into the record a letter of approval dated August 6, 2019, from the Executive Director Jay Minkarah of the Nashua Regional Planning Commission.

Ms. McGhee said there is an amended Staff Report changing the date mentioned in Stipulation #3. She also recommended changing the wording of Stipulation #5 to match the stipulation in Case #1.

Mr. LeClair closed the public hearing and moved into the public meeting.

Mr. LeClair said he is generally in favor of the plan as presented.

Mr. Reppucci and Mr. Weber agreed with Mr. LeClair.

Mr. Dookran said it's a great plan, and the buildings are well designed. The traffic is going to be a problem, and he doesn't think their timeline will get improvements out there. They expect people to experience issues and picket city hall to get improvements, but in his experience it doesn't work that way. There are going to be impacts. He described the issues he foresees, and similar projects in the past with issues. They had a previous project have to come back and add spaces on an adjacent lot when they started to occupy the building and realized they didn't have enough parking.

Mr. Reppucci asked if he is raising an issue the Board can address, or is this a point of information?

Mr. Dookran said it is a point of information. They have to learn from their experiences.

Mayor Donchess said the project he is referring to was Lofts 34. They did come back for parking when they wanted to add another 30 units. If you go over there now, you'll see many unused parking spaces even though the project is virtually full. He thinks the experience with Lofts 34 bears out the idea that they don't need as much parking as they think.

A brief discussion of Lofts 34 parking occurred.

Mr. Varley asked if they want to add the left turn restriction as a stipulation.

Mr. Reppucci said part of the conversation was that they would revisit it in six months, and if the city agrees they can make it an in-and-out turn. Can they do that now and leave the option open to change it later with the blessing of the Engineering Dept.?

Mr. Varley said they should do it exactly in accordance with Mr. Husband's letter, to give them flexibility.

Ms. Harper asked when the six month time period would begin.

Mr. Varley said most likely when the certificate of occupancy was issued. That would give them the flexibility to revisit it.

Mr. Weber asked Mr. Dookran if he meant the right turn onto Bridge St.

Mr. Dookran said Mr. Husband meant he didn't want a left turn. He doesn't think it will be a big problem.

Mr. Weber said he thinks it would be a disaster.

**MOTION** by Mayor Donchess to approve New Business - Site Plan #3. It conforms to § 190-146(D) with the following stipulations or waivers:

1. Prior to the Chair signing the plan, minor drafting corrections will be made to the plan.
2. Prior to the Chair signing the plan, all conditions from the Planning Board approval letter will be added to the cover page of the final mylar and paper copies submitted to the City.
3. Prior to the chair signing the plan, all comments in an e-mail from Joe Mendola, Street Construction Engineer, dated July 11, 2019, will be addressed to the satisfaction of the Engineering Department.
4. Prior to any site disturbance, the Alteration of Terrain Permit for the project shall be approved by NHDES.
5. Prior to the issuance of a building permit, comments regarding the voluntary contribution in an e-mail from Wayne Husband, P.E. dated June 17, 2019 shall be addressed to the satisfaction of the Division of Public Works.
6. Prior to the issuance of a building permit, all comments in an e-mail from Mark Rapaglia dated June 12, 2019 shall be addressed to the satisfaction of the Fire Marshal's Office.
7. Prior to the issuance of a building permit, the lots will be merged or the applicant may need to seek relief from the Zoning Board of Adjustment.
8. Prior to the issuance of a building permit, stormwater documents will be submitted to Planning staff for review and recorded with the plan at the applicant's expense.

9. All easements shall be submitted to the City staff for review and approval and recorded with the plan.
10. Prior to issuance of the final certificate of occupancy for the development, an as-built plan locating all driveways, sidewalks, units, other buildings, utilities and site landscaping shall be completed by a professional engineer and submitted to the Planning Department. The as-built plan shall include a statement that all construction was generally completed in accordance with the approved site plan and applicable local regulations. Sidewalk construction shall be to base course, with final course pavement remaining bonded until completion.
11. Prior to the issuance of the final certificate of occupancy, all off-site and on-site improvements will be completed.
12. Any work within the right-of-way shall require a financial guarantee.
13. The applicant would restrict left turn movements on Bridge Street in accordance with Section C3 of Wayne Husband's memo.

**SECONDED** by Mr. Reppucci

**MOTION CARRIED 6-1 (Dookran opposed)**

4. Wilmar, LLC (Owner) Weston Associates (Applicant) - Application and acceptance of proposed 5-story climate controlled self-storage building. Property is located at 4 Blackstone Drive. Sheet H - Lot 520. Zoned "GB" General Business. Ward 2. **(Postponed to the September 12, 2019 meeting)**
5. CHOP Acquisition LLC, c/o WS Asset Management Inc (Owner) Floor Decor (Applicant) - Application and acceptance of proposed amendment to NR1483 to renovate existing building and add a 7,507 building addition. Property is located at 255-269 Amherst Street. Sheet G - Lot 8. Zoned "GB" General Business & "RC" Urban Residence. Ward 2. **(Postponed to the September 12, 2019 meeting)**
6. John J. Flatley Company (Owner) - Application and acceptance of proposed site plan to construct a 255,272 square foot Research & Development facility. Property is located at 100-300 Innovative Way. Sheet A - Lot 798. Zoned "PI" Park Industrial and "RC" Urban Residence. Ward 8. **(Postponed to the September 12, 2019 Meeting)**

**OTHER BUSINESS**

1. Review of tentative agenda to determine proposals of regional impact.

None

2. Referral from the Committee on Infrastructure - Petition to Release Façade Easement (**Postponed to the September 12, 2019 meeting**)

**DISCUSSION ITEMS**

Mr. Weber recommended the Board members to watch The Transportation Challenge video.

Mr. Houston said the next Planning Board workshop will be on August 22, 2019, at 7PM, in City Hall Room 208.

**MOTION** to adjourn by Mr. Reppucci at 10:16 PM.

**MOTION CARRIED 7-0**

APPROVED:

---

Mr. LeClair, Chair, Nashua Planning Board

DIGITAL RECORDING OF THIS MEETING IS AVAILABLE FOR LISTENING DURING REGULAR OFFICE HOURS OR CAN BE ACCESSED ON THE CITY'S WEBSITE.

DIGITAL COPY OF AUDIO OF THE MEETING MAY BE MADE AVAILABLE UPON 48 HOURS ADVANCED NOTICE AND PAYMENT OF THE FEE.

---

Prepared by: Kate Poirier

Taped Meeting